S. No.	State	Cost Sharing	Deposit works	Build, Operate & Transfer	Total
3.	Bihar	14	3	1	18
4.	Delhi	1	5	0	6
5.	Goa	0	1	0	1
6.	Gujarat	3	12	2	17
7.	Haryana	4	4	2	10
8.	Karnataka	45	13	2	60
9.	Kerala	41	8	0	49
10.	Maharashtra	26	25	29	80
11.	Madhya Pradesh	13	2	0	15
12.	Nagaland	1	0	0	1
13.	Orissa	5	1	0	6
14.	Punjab	9	1	4	14
15.	Rajasthan	6	4	11	21
16.	Tamil Nadu	45	5	3	53
17.	Uttar Pradesh	25	4	3	32
18.	West Bengal	39	5	0	44
	TOTAL:	323	112	80	515

Committee on norms for rail electrification

2861. SHRI VIJAY J. DARDA: Will the Minister of RAILWAYS be pleased to state:

(a) whether a Committee has been formed to conduct an indepedent study for fixing norms for electrification projects; if so, the terms of reference of this Committee;

(b) the reasons necessitating the appointment of such a Committee, the procedure presently being followed in electrification projects; and

(c) by when the report of this Committee is expected to be received?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) Yes, Sir. The Committee will evolve an appropriate criteria including norms for sensitivity analysis for taking up electrification projects over the next three Plan periods, i.e. upto the year 2016-17. In evolving these criteria, the Committee shall take into account the following:—

(i) The total availability of energy (both electrical and petroleum) in the country and its optimum utilization between different sectors, based on energy efficiency;

(ii) The priority that needs to be given for use of electric energy for traction purposes by the Indian Railways, taking into account the total capital requirement involved;

(iii) The capabilities of the two traction systems to handle longer/heavier passenger/freight trains at higher average/ maximum speeds, but operating within the operational and infrastructural constraints of Indian Railways.

(iv) Cost to the Organisation caused by a redudancy of existing assets/ manpower; coupled with associated benefits derived as a result of electrification like reliable power supply over the electrified route, impact on environments, etc; and

(v) The present methodology of working out of the line haul costs, suggest improvements and propose the most viable norms including fixing a break even point. The Committee shall evaluate the actual rate of return achieved on 3 representative electrification projects (high density, moderate density and low density) completed more than 5 years ago and compare this with the projected rate of return when the project was proposed.

(b) Considerable progress has been made in the field of Railway Electrification, in the recent past. Time has now come for a comprehensive review of the process and also for evolving a clear plan for the future, keeping in view all aspects of Railway working as well as environmental factors affecting the choice of traction. It has, therefore, been decided to constitute a Committee for determining the norms for further electrification over the next three Plan periods.

At present, Railway Electrification projects are taken up based on financial appraisal of, and Railways operational requirements for, such projects.

(c) The term of the Committee expires on 20.09.2001. Its Report is likely to be submitted thereafter.

Unmanned railway level crossings in Himachal Pradesh

2862. SHRI ANIL SHARMA: Will the Minister of RAILWAYS be pleased to state:

(a) the details of unmanned level crossings in Himachal Pradesh; and

(b) what steps have been taken to prevent accidental deaths on these crossings?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) There are 289 unmanned level crossings in Himachal Pradesh. Gauge-wise details are as under:—

On broad gauge = 6

On narrow gauge = 283

(b) Accidents at unmanned level crossings mainly occur due to negligence of the road users who fail to observe the rules and stipulations contained in the Motor Vehicle Act, 1988.

The important steps taken by the Government to prevent accidental deaths at Unmanned level crossings are listed below:—

1. On the road approaches, "Stop Boards" are provided on either side of the level crossings at suitable points within the railway boundary to warn the road users.
2. Speed breakers/rumble strips have been provided on road approaches to level crossing so that road vehicle drivers reduce their speed.
3. Whistle Board are provided on rail approach to level crossings for train drivers to whistle from the whistle board till such time as the train passes the level crossing gate.
4. Education of road drivers about safety at unmanned level crossings by publicity campaings through media like quickies on TV, cinema slides, posters, talks on radio, newspaper advertisements and street plays.